

# DEMAND SUBWAY THAT WILL REALLY HELP BROOKLYN

Members of Many Associations Crowd  
Rooms of Rapid Transit Commission  
and Ask for Road that Will Take  
Them Home in 15 Minutes.

Residents of East New York, Brooklyn, and the outlying suburban section of the island in and around Jamaica, Queens, and Richmond, crowded the rooms of the Rapid Transit Commission this afternoon to help along the demand for a subway that will take them to their homes in fifteen minutes. All the various associations in the section were united under the name of "The Allied Boards of Trade and Chambers of Commerce of East New York and Jamaica."

Walter S. Piper is the President and he was the spokesman of the delegation to-day and introduced the various speakers. All of the delegates wore badges with the legend, "Broadway and Jamaica Subway."

President Piper in opening said in part: "Adding the proportional percentage of growth for the intervening years to the 1930 census of the Eastern District we find that the population of the Eastern District wards January, 1935, is 325,000, considerably more than half the population of Brooklyn and nearly equal to one-half the population of Manhattan."

"Increasing this sum by the population of our suburbs in Queens, we have a figure rapidly approaching the million mark. A million people, fully four-fifths the present population of the Bronx. The Brooklyn Rapid Transit Company can be only held responsible for a liberal measure of the evil conditions. The balance is chargeable to the city of New York."

"Growing Very Rapidly."  
While Brooklyn is growing more rapidly than Manhattan and will soon be the largest borough in population, the Eastern District is growing more rapidly than Brooklyn."

"Mr. Piper then described the route desired and concluded: 'This tunnel for years to come would enable Brooklyn and Queens to provide for the outgrowth of Manhattan, enabling hundreds of thousands of people to get into and out of homes in God's pure air and sunshine, who would otherwise wear out their lives with no door of hope on the horizon.'

## PLEDGES BROKEN; PUBLIC CHEATED.

One of the city's bridge officials in with the Brooklyn Rapid Transit Company on the plot to deprive the public of adequate facilities on the Brooklyn Bridge.

These questions are raised by a statement made to The Evening World by Mr. George M. Cooke, of the American Bridge and Leather Company, who lives at No. 614 Monroe street, Brooklyn. Mr. Cooke tells The Evening World that he has personally measured the bridge, and finds that they do not average more than thirty feet in length. Many of them are less than thirty feet long. A great many are only twenty-five feet long.

These statements are significant for the following reasons: Several years ago when the State Board of Railroad Commissioners investigated the question of the so-called "limit of safety" at the Brooklyn Bridge—a question, by the way, which was first raised by the Brooklyn Rapid Transit Company—Engineers Bogue, Buck and Thompson decided that it would be a good thing to space the cars one hundred and two feet apart on the bridge. The Brooklyn Rapid Transit Company declared to Messrs. Bogue, Buck and Thompson that the Brooklyn Rapid Transit Company was preparing to operate on the bridge trolley cars thirty-four feet long. It was on the strength of that statement that the State Board of Railroad Commissioners decided that the length of a car thirty-four feet long was taken as the spacing unit on the bridge.

In what words, the bridge, it was calculated, would amply sustain 230 or 200 cars an hour, passing over it 102 feet apart.

On that basis, the bridge will amply sustain 340 cars, each thirty feet long, spaced ninety feet apart.

So the cunning Brooklyn Rapid Transit Company, by failing to introduce trolley cars thirty-four feet long, has saved itself the trouble and expense of operating forty cars over the bridge in rush hours. It has done more than that actually because the tests of The Evening World have shown that the B. R. T. Company does not really operate more than two-thirds of the supposed quota of 200 cars.

And still the B. R. T. officials keep on yelling about the "limit of safety" and the "congested looms." They are working the bluff on deluded Brooklynites, aided by stupid or malicious bridge officials.

There is no real congestion on the bridge. They are half empty half the time, even in rush hours.

Limit of Safety Bug-a-Boo.  
There is no approach to the "limit of safety" on the bridge. The B. R. T. report, 340 cars an hour in rush hours.

As was recently remarked in the pages of the B. R. T. official, "The Brooklyn public is easy plucking."

The Brooklyn Union elevated structure is falling to decay. The structural iron work has not been painted for a long time—not for sixteen years, according to statements made to The Evening World by an official connected with the Brooklyn Rapid Transit Company. The State Board of Railroad Commissioners has not ordered an inspection for now so many years gone past that nobody knows to what extent the structure has disintegrated through the action of rust, and by reason of the general inefficiency and neglect of those who are charged with the responsibility for the care and maintenance of the system.

When Medicines Fail  
Try common-sense living.  
The First Step  
Is to find a good Boarding-House.  
23,662 Boarders 23,662 Wanted 23,662  
Announcements were printed last year in the "BOARDERS WANTED" BULLETIN of the MORNING WORLD  
Many Excellent Boarding-Houses are listed in the WORLD To-day.

Alexander  
Annual Mark-Down  
Sale Will Continue This  
Week at Prices Quoted  
A Morning Call Avoids the Rush  
Shoes N.E. Cor.  
Sixth Avenue 19th St.  
NO BRANCH STORE

## RIDERS ON 3D AVE. "L" KICK

Complain that Trains Are Fewer  
and Slower and Don't Run on  
Schedule Time Since Subway  
Was Opened.

There are some good people in Third avenue and in that section bordering thereon, who by force of circumstances are compelled to use the Third avenue "L" in getting to and from their work, and evidently they feel aggrieved that in all that has been said recently regarding transit facilities their line of communication with this means of livelihood has been overlooked. They have begun to write letters to The Evening World, and none apparently seems to hit the nail of their "kick" on the head so well as this:

To the Editor of The Evening World:  
Don't you think it's about time you gave the Third avenue "L" a jolt? If you had to use it night and morning you wouldn't know Brooklyn's all the way. You make the B. R. T. come to time, but please make a little "apple" on my account and the rest of the poor devils who have to use the Third third rail. Since the Subway was opened, Third avenue hasn't been on the map with the Interborough. We don't get the trains we ought to have, the trains we have are slow as molasses in January, and it's a case of strap hanging and using your eyebrows and the skin of your teeth for a foothold morning and night. Now, go to it.

THIRD RAIL.  
Service Not What It Was.  
What "Third Rail" apocryphal note says is borne out by investigation. The service on the Third avenue system is not what it was before the Subway opened. Of course the officials of the Interborough Company say that there must be inconveniences until the proportion of traffic is made to the Subway. But the conditions that obtain are worse than inconveniences.

A reporter of The Evening World kept an eye on traffic last night and to-day along the entire system, and from his observations there can be but one conclusion: There are not enough trains to accommodate the traffic, and what there are are not operated as quickly as they should be.

Added to the inefficiency of the rolling stock and its lack of capacity there seems to be a general demoralization of schedule arrangements. During the rush hours trains fairly crawl, when formerly they went along, with some regard for time-table. On a trip far as Eighty-fourth street, that should have consumed but twenty-two minutes, it took thirty-four. Passengers

The associations and speakers from Queens Borough were:  
The Allied City Association of the Fourth Ward, E. C. Engelhardt, G. W. Barthold; United City Association of Queens, E. G. Bullard, John Adickes; Associated Business and Professional Men of Queens, E. C. Engelhardt, G. W. Barthold; Jamaica Citizens Association, William H. Wyckoff and C. O'Connor Hennessy; West End Citizens League, W. J. McCable and W. P. Beach; South Side Citizens Improvement Association, Samuel Sanders; Morris Park Citizens Association, H. E. Schalkenbach; Rose-dale Board of Trade, F. K. Winslow; and Richmond Hill Board of Trade, Fred Phillips.

Miss May Stations.  
Slow as trains may be, they will still get a warm load of passengers. One of the complaints of men and women to be met standing on station platforms waiting for a chance to get aboard. Train after train that should have stopped at the Fifty-ninth street station and the sixty-seventh street station went careening by when the reporter was investigating, and when an explanation was sought it was said that they were "making up time."

That was the case for the Third avenue "L" traveler. The surface lines are impossible and the Subway doesn't come near him.

M'CARREN AND GRADY  
IGNORED IN SENATE.  
They Will Have Nothing to Say in Committee on Greater New York Legislation.

(Special to The Evening World.)  
ALBANY, Jan. 18.—The Democratic members of the Senate Cities Committee from Greater New York will not have much to say on the first instance about any New York City bills that may be referred to the committee. For the committee to-day made Senators Elieberg, Cooper and Carpenter, Republicans, and Martin, Democrat, a sub-committee on New York legislation.

Senators McCarren and Grady, the two leading Democrats from Greater New York on the Cities Committee, were ignored. The only Democrat on the sub-committee is Senator Martin.

LAWYERS NOT EXEMPT.  
Edward A. Maher, Jr., son of a former Mayor of Albany and an attorney-at-law, was summoned for duty as a trial juror in Trial Term, Part XIII, of the Supreme Court, to-day.

Mr. Maher sent his notice to the court clerk his certificate as an attorney and claimed his exemption as a juror. Justice MacLean ruled, however, that he was not entitled to exemption as a matter of right.

Gen. James R. O'Brien, clerk of the court, sent him another notice, and the lawyer must appear.

THE JANUARY SALE OF  
Blankets, Comfortables & Spreads  
It has been organized on such a broad, exhaustive basis that we can afford to promise complete stocks for the entire week.

THE PRICE CONCESSIONS ARE VERY GENEROUS  
Blankets of wool, silk bound, with pink, blue or red border, full size, heavy weights.  
Single Bed Size.  
Regularly \$2.50, \$4.50, \$6.50  
Special \$1.95, \$3.45, \$4.95

Double Bed Size.  
Regularly \$3.75, \$5, \$6, \$8  
Special \$2.95, \$3.95, \$4.75, \$6  
Extra Large Size.  
Regularly \$7, \$8, \$10, \$12.50  
Special \$5.75, \$6, \$7.50, \$10

Comfortables filled with odorless down and covered with sateen in various designs and colors, full size.  
Regularly \$7.50 At \$5.75  
Regularly \$10.00 At \$6.95

Comfortables filled with pure down, covered with silk or satin, in excellent designs and colors, full size.  
Regularly \$25.00 At \$16.95  
Crescent Red Spreads, hemmed, excellent designs.  
Single Bed Size.  
Regularly 85c, \$1.25, \$1.75  
Special at 69c, 98c, \$1.25

Double Size.  
Regularly \$1.25, \$1.50, \$1.75  
Special 95c, \$1.15, \$1.45  
Marseilles Red Spreads, satin faced, hemmed, full size and new designs.  
Regularly \$2.98, \$3.50, \$5.00  
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## TRYING SLOCUM INSPECTORS

John W. Fleming, Inspector of  
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The trial of John W. Fleming, inspector of boilers, and Henry Lundberg, inspector of hulls, formerly attached to the local office of United States inspectors of steam vessels, for fraud, misconduct and violation of law in connection with the inspection of the passenger steamer General Slocum, was commenced to-day before Judge Thomas in the Criminal Branch of the United States Circuit Court.

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Union Officers Power to Act—  
A Settlement Is Likely.

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Tailor Made Suits in a most diversified collection of models, materials and styles.  
Formerly \$24.50 to \$49.00, at \$17.50  
Formerly \$35.00 to \$45.00, at \$22.50

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Dresses and Costumes of silk, voile or cloth, in a number of distinctive models, suitable for house or evening wear.  
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Vests of silk in pink or blue, with crocheted yoke, or high neck with short sleeves. Formerly \$2.25 to \$2.76. At \$1.25

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All manner of things with which to confine and ornament the hair, including barrettes, side and back combs, and pins of imitation shell with gold-plated mountings set with jewels.

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